



January 2003

## State Route 125 South From SR-905 to SR-54

### OVERALL GOALS

- Complete a missing link in the San Diego freeway network
- Reduce out-of-direction travel
- Increase north/south capacity for future travel between the United States and Mexico via the International Port of Entry at Otay Mesa
- Reduce congestion on Interstates 5 and 805
- Reduce congestion on Otay Mesa Road, and local arterials in Chula Vista and Bonita (Telegraph Canyon Road, East H Street, Bonita Road, etc.)
- Serve existing and future planned and approved development in the South Bay and Otay Mesa Area

### PROJECT MAP

### THE PROJECT

This two stage project consists of constructing about 11 miles of new highway alignment from State Route 905 near the International Border to State Route 54 near the Sweetwater Reservoir. State Route 125 will open initially as a four-lane highway with the south 9.5 miles operated as a toll road. The project calls for the ultimate construction of a six to eight-lane highway plus possible future carpool lanes and/or transit facilities in the median. Project design and construction are expected to begin in 2002 with the opening of the toll road by 2006.

### BACKGROUND

State Route 125 has been part of the freeway/expressway system since 1959. The California Transportation Commission (CTC) adopted all of the State Route 125 segment locations in the early 1960s. The route adoption for the southern portion of State Route 125 was rescinded by the CTC in 1976 because there was no funding and maintaining a route in an undeveloped area was considered premature. However, in 1984, the San Diego Association of Governments (SANDAG) added State Route 125 South to the Regional Transportation Plan (RTP) as part of San Diego County's future freeway system. The RTP establishes the San Diego

region's 20-year transportation plan based on population and employment projections. Formal alignment studies were restarted in the late 1980's. A Public Advisory Committee was established to gather input from interested citizens. The community group eventually evolved into the Citizens Advisory Committee (CAC), which was composed of several representatives of local community planning groups and local agencies. Several alignment alternatives and design concepts were proposed by community representatives and were studied.

### ALTERNATIVES

Seventeen conceptual alignments were evaluated through a detailed screening process which culminated in an Alternatives Report in 1993. The report included preliminary environmental technical studies on each alignment. It recommended that nine alternative segments be carried forward for full consideration in the Environmental Impact Report/Statement (EIR/S). This recommendation was approved in August 1993 after public review. An alignment variation suggested by the CAC was added for full studies in the environmental document. The Draft EIR/S was approved and distributed to the public for review in the summer of 1996.

A recommendation was made in August 1997 regarding the preferred alignment after considering extensive input received on the document and coordination with several public agencies and land use authorities. Specific mitigation proposals for the preferred alignment have been developed. The results of these efforts are included in the Final EIR/S, which was made available to the public in February 2000. The new Route 125 was adopted by the California Transportation Commission on February 23, 2000 and the final environmental permits were received in the summer of 2001.

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